

Control 456371
1 November 1955

TRANSPORTATION

Frequency of Meetings: 5 regular meetings in FY 1955. In addition the TSC Working Group on Railway Line Capacity held over 30 sessions and the WSEG Working Group on Inland Transport Capabilities was in continuous session for 8 months.

<u>SC Members Evaluation</u>	<u>Valuable?</u>	<u>Continue?</u>	<u>Future Work?</u>	<u>Faults?</u>
AFOIN	Yes	Yes - but less time required.	-	-
Commerce	Of some value as additional source of information in the area of the Soviet Bloc.	Yes	Should carry on specific analyses through work groups.	Present tendency to overclassify material dealt with.
G-2	Yes. It has brought access to the transportation files of other agencies, and personal contact in those agencies. It has established many U.S. positions for use in international conferences, etc.	Yes - as need dictates - normally about once a month.	As in the past.	None
ICA	Formerly of value. Recently of little interest.	SC confines efforts to Bloc, whereas ICA is concerned only with Free World countries. ICA staff limited; however, some MDAC interest in access to transportation material on Bloc.		
JCS	Yes	Yes - meetings whenever deemed necessary.	Projects proposed for subcommittee consideration should be reviewed by the EIC before the assignment is made. Notes of meetings should be given sufficiently early to permit study of agenda items and reports.	
OIR	Yes - subcommittee has supported two valuable studies - on Trans-Sib and China trade - able to coordinate views of subcommittee; useful to intelligence community and to OIR members quite competent	Yes	-	Certain unwieldiness due to the number of agencies and sub-agencies involved.

<u>Members</u> <u>Evaluation</u>	<u>Valuable?</u>	<u>Continue?</u>	<u>Future Work?</u>	<u>Faults?</u>
ONI	Of value	Yes	Discussion of subjects of interest to all agencies as they arise.	R-1 series of SC is of value but consumes more time than it is worth; exchange of views and analysis is of value.
ORR	Yes - contact and coordination; research and collection deficiencies; improved national intelligence; standard methodology.	Yes	Produce agreed intelligence; identify intelligence deficiencies; avoid duplications; assume greater responsibility for transportation intelligence production.	No one has time to devote to work needed - need a full time interagency staff to carry out research projects of interagency importance with a common methodological approach for arriving at agreed data.

Subcommittee's Evaluation of Itself (See Entire Annual Report):

"The Subcommittee has found that the available personnel are generally of high caliber, and that with the increased experience of these personnel the intelligence product is improving. Even though a large number of personnel are already engaged in transport intelligence research, very slow progress is being made in eliminating the research deficiencies identified by the TSC and approved by the EIC as indicated in Paragraph 2 below. The only apparent solution to this problem appears to be a reallocation of research priorities within the various agencies so that greater attention can be devoted to elimination of the identified research deficiencies, or the allocation of greater manpower resources by the various agencies to transportation research.

"As pointed out in last year's report, the TSC continues to function in an atmosphere of helpful cooperation, and an understanding of its common problems. Some difficulties, however, have been encountered in handling problems of coordination and review. These have occurred largely through varying interpretations of basic data, occasioned by the lack of complete intelligence or sufficient time for study of the problem at hand.

"A factor contributing to the inability of the Subcommittee to achieve its full potential for improving economic intelligence research in the field of transportation has been the failure of the various agencies to authorize the research

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required to eliminate the priority deficiencies identified by the Subcommittee and approved by the EIC. The Subcommittee has expended considerable time and effort during the past year in preparing considered recommendations on the priority research deficiencies mentioned in Paragraph 2 and, as will be pointed out later, there are a large number of fields that remain to be covered. Although some progress has been made in eliminating parts of the deficiencies, and the members of the Subcommittee have been striving to do their best with the problem, almost without exception, no agency has scheduled the type of research required to eliminate expeditiously the identified deficiencies. In view of the lack of support experienced thus far, the Subcommittee is not viewing with enthusiasm the effort required to identify deficiencies in the fields remaining. The membership is of the opinion that the mission of the TSC as presently defined is appropriate.

"As mentioned in last year's report, the main factor which has constantly impeded the efficient functioning of the TSC has been the necessary pre-occupation of the member agencies with their respective heavy workloads. The solution to this problem is a more reasonable allocation of man hours for Subcommittee responsibilities, which can be accomplished apparently only through re-allocation of research priorities within the various agencies, or through additional personnel assigned to transportation research."

Views of the Executive Secretary of the Subcommittee:

Contributions:

To this agency -

"The chief contribution of the subcommittee to this agency has been that it has provided a mechanism for carrying out CIA's responsibility for the coordination of national intelligence in the field of transportation. A secondary contribution has been made to the research responsibility of the agency. It has provided a means for obtaining knowledge of research and collection deficiencies, for obtaining assistance from other agencies in the production of intelligence, for standardizing methodology and approaches to research problems, and for exchanging ideas and views on research problems.

To the intelligence community -

"The chief contribution of the subcommittee to the community has been that it has provided a means for bringing to bear the entire resources of the community on a transportation intelligence problem, and its work has resulted in the production of agreed intelligence and views on important transportation intelligence problems. The contribution made to the research effort of CIA described above should be equally true for other agencies in the community.

"In the future, however, it should move more aggressively and assume a greater responsibility for the quality of transportation intelligence production throughout the community.

Major Faults: -

"The chief fault in the subcommittee's work is that no agency in the community is able to devote the time and effort to the work of the subcommittee that its importance requires. Lack of time and effort to devote to subcommittee problems

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often results in various agencies adhering to preconceived notions and positions. Because there is inability to do the necessary homework it is difficult and often impossible to arrive at agreement on the proper interpretations to place on basic intelligence data.

Suggestions for Improvement:

"In view of the scope of responsibility of the subcommittee and the considerable effort being expended by the community as a whole in the transportation field, the subcommittee needs a small full time staff supplied by the agencies having a major interest in the work of the subcommittee such as Army, Navy, Air Force and CIA. To this staff, working as a group, would be assigned those important research problems upon which it is necessary to have agreement in the intelligence community. This staff would in effect be a super research unit with the resources of all agencies available to it. With a common methodological approach and high standards in research imposed by the subcommittee the result would be to improve the quality of transportation intelligence production throughout the community."

Secretariat's Evaluation of the Subcommittee Activities:

This is probably the best organized and most effective of all our subcommittees - with an extremely close professional relationship among the various participants. The importance of transportation estimates is such that all the IAC agencies are interested in major estimates, and even JIG now maintains an active membership in this group (the only subcommittee on which it is regularly represented). Several non-IAC agencies have also made important contributions, particularly the Department of Commerce representative, Dr. Ashton, who headed the activities of the special working group on railroad capacities (methodology) which has just submitted its report after many months of intensive work. This wide community interest in transportation problems has resulted in many conflicting estimates and the task of reconciling these has sometimes generated considerable "heat". Credit for the progress which has continued to be made should go in large part to the combined leadership of Mr. Earl Cox, the G-2 chairman and Mr. [REDACTED] the CIA executive secretary (together with his secretariat staff). Accordingly, this subcommittee has more thoroughly covered the identification of priority gaps in research and collection - for the many different kinds of transportation and separately for the USSR, China, and the European Satellites - than has any other EIC group.

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The special working group set up to undertake the re-analysis of the WSEG study has completed the rail section of this study and distributed it as a subcommittee draft. It had been expected that the highway, waterway, and economic impact sections of this study would also have been completed by now - but one of the three agencies which had undertaken to staff this group made its representative available less than 10 per cent of the time and the G-2 representative was also withdrawn some weeks ago (apparently pending subcommittee review of the completed rail portion). It is of the utmost importance that this group be given adequate staff support to complete the WSEG study and then be further authorized and staffed to undertake other high priority studies on which the community has been

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widely divided, for example, community-wide agreement is particularly needed for a re-estimate of the capability of the Trans-Siberian Railroad and for an agreed estimate of the capability and current traffic movements of Communist China's inland transport system.

A separate complaint of the subcommittee members generally is that their own agencies' workloads have for many months prevented their undertaking particularly needed research on priority problems - even when such research has been approved by the EIC along with agreement as to the agency primarily responsible therefor.

Recommended EIC Action:

1. To commend the subcommittee highly for its generally effective activities to date - with particular mention of the excellent leadership provided by the subcommittee's chairman, executive secretary, and secretariat.
2. To urge individual EIC members to explore with their agencies the possibility of assigning higher priority in agency research programming to projects designed to fill EIC approved priority gaps.
3. To request agencies which have undertaken to support the WSEG working group to restore their full time representation in this group; and to ask ONI (and invite JIG to the extent they desire) to make part time representation available during the concluding weeks of this project.
4. To authorize the subcommittee to proceed with reassessment of the estimates contained in EIC-R-9 (25 March 1953), "Capability of the Trans-Siberian Railroad and Connecting Lines in Manchuria and Korea", -- with the individual EIC representatives undertaking to seek approval within their respective agencies for appropriate transportation specialists to participate to the extent required.
5. To ask the subcommittee to draft proposals for the constitution of a full time transportation analysis working group for the joint preparation of important studies of major interagency interest, specifying the particular studies which they believe could be most effectively undertaken by such a group and the extent of representation from the various participating agencies which would appear to be required.